

TOWN OF SHARPSBURG

The town of Sharpsburg is placed within the Maryland Comprehensive State Historic Preservation Plan in the following manner:

Geographic Organization: Western Maryland

Chronological/Development Periods: Rural Agrarian
Intensification; Agricultural-Industrial Transition
through Industrial/Urban Dominance

Historic Period Themes: Agriculture; Architecture, Landscape
Architecture, and Community Planning; Military; Economic;
Religion; and Transportation

Maryland Historical Trust State Historic Sites Inventory Form

Magi No.

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Town of Sharpsburg

and/or common

2. Location

street & number

☐ not for publication

city, town Sharpsburg

☐ vicinity of

congressional district

state Maryland

county

Washington

3. Classification

Category

☒ district☐ building(s)☐ structure☐ site☐ object

Ownership

☐ public☐ private☐ both

Public Acquisition

☐ in process☐ being considered☐ not applicable

Status

☐ occupied☐ unoccupied☐ work in progress

Accessible

☐ yes: restricted☐ yes: unrestricted☐ no

Present Use

☐ agriculture☐ commercial☐ educational☐ entertainment☐ government☐ industrial☐ military☐ museum☐ park☐ private residence☐ religious☐ scientific☐ transportation☐ other:

4. Owner of Property (give names and mailing addresses of all owners)

name

street & number

telephone no.:

city, town

state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc.

liber

street & number

folio

city, town

state

6. Representation in Existing Historical Surveys

title Survey of Sharpsburg

date April 1991

☐ federal ☐ state ☐ county ☒ local

pository for survey records Maryland Historical Trust

city, town

state

7. Description

Survey No. WA-II-723

Condition

☐ excellent
☐ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☐ altered

Check one

☐ original site
☐ moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today. PLEASE REFER TO THE SURVEY OF SHARPSBURG FOR PHOTOS.

The Town of Sharpsburg is located in southeastern Washington County, 12 miles south of Hagerstown, the county seat. It is situated on rolling farmland 425 feet above sea level, a few miles east of the Potomac River and the Chesapeake and Ohio Canal. It is connected to neighboring communities by State Routes 34 and 65. The town is principally residential in character with most of the commercial buildings centered around the public square at the middle of town and the majority of the churches located along the Main Street.

The town plan is a typical grid pattern with a central square, common to many 18th-century towns. It is composed of a principal thoroughfare (Main Street running east-west), three streets running parallel to it (Chapline to the north, and Antietam and High to the south), and four streets bisecting it (Church, Mechanic, Hall, and Potomac). The square, which is clearly visible in plan, is less apparent in actuality. It is small and is bisected by two wide streets (Main and Mechanic), leaving virtually no green space. Alleys run along the rear lot line and are lined with a variety of outbuildings. The original 1763 plan of Sharpsburg called for 103' x approximately 206' lots. Although there are still many undivided lots in the town, many have been subdivided into two, generally equal parcels over the years. There are also several odd-sized lots, indicated that perhaps not all the original lots were of equal size.

Principal buildings in Sharpsburg are, almost without exception, placed directly at the public right-of-way. Many are either attached to the neighboring building or nearly abut them and fill the entire width of their property. Only those on large lots retain their side yard, but even some of these buildings are attached on one side. The buildings form a wall at the street.

Sharpsburg has a rich building stock dating from the middle of the 18th century through the 1930s. A striking feature of the town are the number of impressive stone dwellings, as well as a number of brick houses which can be considered to have been built in a high style. These are complemented by an unusually large number of outbuildings such as summer kitchens, outhouses, barns, and sheds, some of which appear to date to the late 18th century. A fair number of modest structures dating since the 1940s are scattered through the town, but they do not comprise the majority of the building stock.

At the time that the town's founder, Joseph Chapline, laid out Sharpsburg in a typical grid city plan, there were already a few stone houses, as well as some log dwellings centered near the Great Spring that still runs through the town. These buildings formed the core of the new town. Among the structures that are

8. Significance

Survey No. WA-II-723

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1763-Present **Builder/Architect** Founder: Joseph Chapline

check: Applicable Criteria: ☒ A ☐ B ☒ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☒ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

Sharpsburg is a small rural town in southeastern Washington County, Maryland. Founded in 1763, the community's development was directly influenced by factors such as the founder's local influence, migration paths, the opening of the C&O Canal, and the Battle of Antietam (Sharpsburg) which inextricably bound the town into the nation's collective memory and made it a pilgrimage stop for tourists. By 1922, much of the extant village had been erected. Aside from road improvements and the recent construction of prefabricated-type housing scattered throughout the town limits, Sharpsburg retains its mid 18th- to late 19th-century architectural character. It is an excellent example of a community relatively untouched by modern, 20th-century architectural trends. Sharpsburg's architectural significance is important not only unto itself, but as an important contributing member to the greater architectural and cultural character of small towns in Washington County. Its place in American history as the backdrop to the bloodiest battle of the Civil War gives it national significance.

Brief History of Washington County

Three months after the signing of the Declaration of Independence in 1776, the first Maryland constitutional convention acted to divide one of its most populous counties into three counties. Reflecting large growths in population due to the western movement of immigrants and the political expediency for greater representation in the newly formed Maryland government, Frederick County was divided into Frederick, Washington, and Montgomery counties. Named in honor of George Washington who had just been named Commander-in-Chief of the Continental Army, Washington County was the first place to be named in his honor (Kaminow, Maryland A to Z, p. 313). At the time, the newly formed county encompassed all of western Maryland, including what is today Allegany and Garrett Counties. Today, Washington County is bounded by the Pennsylvania state line on the north, the Potomac River on the south, the crest of South Mountain from Blue Ridge to Weverton on the east, and Sideling Hill Creek on the west.

The earliest historic settlement in the county began in earnest in the 1730s and 1740s and included Swiss, French, Scotch, and English immigrants. However, due to the presence of Indians who fought against the white encroachment, extensive permanent European relocation to the area did not occur until after the colonial government built forts to protect and encourage settlement. By the mid-18th

9. Major Bibliographical References

Survey No. WA-II-723

See attachments

10. Geographical Data

Acreage of nominated property _____
Quadrangle name Shepherdstown, WVa and Keedysville, MDQuadrangle scale 7.5UTM References do NOT complete UTM referencesA

Zone	Easting				Northing				

B

Zone	Easting				Northing				

C

--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--

E

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F

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G

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H

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Verbal boundary description and justification

Shepherdstown
All properties within the 1991 town limits of Sharpsburg

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Julianne Mueller

organization _____

date

August 1991

street & number

2730 Ordway Street, N.W.

telephone

202-364-6594

city or town

Washington, D.C. 20008

state _____

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

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believed to date to the mid to late 18th century are 229 West Chapline Street (WA-II-641), 201 and 205 West Main Street (WA-II-514 and WA-II-515), and 107 East Main Street (WA-II-715). All are constructed of stone. The majority of construction during this era, however, probably consisted of modest log structures similar to that found on 201 West Main (WA-II-514) or 108 West Antietam (WA-II-585).

Of the positively dated early 19th-century structures, many were churches and schools that have since been demolished and replaced by one or two new structures. By the 1820s, several churches of various denominations had been erected. Most were small, one-story structures. In the 1830s many of these were replaced by larger brick or stone structures, as in the cases of the Christ Church and St. Paul's Episcopal Church. The 1820s and 1830s also saw the construction of several large Federal and Greek Revival houses, including 100 West Main Street (WA-II-541) and 128 East Main (WA-II-550). 128 East Main, in particular, exhibits refined craftsmanship on its door surround, cornice, and interior detailing which includes paneling, mantelpieces, railings, and plaster ceiling medallions. This period set the architectural tone of the town. Most of the buildings in Sharpsburg are one- to two-stories in height, three to five bays wide, and have a side-gable roof with interior, endwall chimneys. They are simple in design without many architectural embellishments other than open, hipped-roof porches that were added in the late 19th to early 20th century.

As the population of the town continued to grow in the 1840s, 1850s, and early 1860s, the town itself grew. Based on historic photographs taken during the Civil War, the wide main streets of the town were lined with one- to two-story buildings. Church steeples and towers were readily visible. Many of the extant buildings which border the town square were standing. The photographs, as well as the number of buildings bearing the commemorative plaque indicating that they were standing at the time of the Battle of Antietam (Sharpsburg), make it apparent that much of the town as it is known today was standing by the middle of the 19th century. Period photographs also make it clear that an extensive amount of rebuilding was required after the war. Indeed, many of the churches were either torn down or almost entirely rebuilt during the 15 years that followed the close of the war. St. Paul's Episcopal Church (WA-II-517) was dismantled, moved forward on its lot, and rebuilt using the stone from the earlier building. Christ Church (WA-II-608) received an entirely new facade completely changing the exterior appearance of the building. Only the side walls and interior floors were retained.

Unlike other towns whose architectural character evolved over the years with clear examples of a variety of architectural styles, Sharpsburg remained very simple. There are not many examples of

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Italianate, Queen Anne, or French Second Empire structures in the town. Buildings in these styles, such as Kretzer's Market (WA-II-542), 115 West Main (WA-II-722), and 200 West Main (WA-II-530) are the exception, not the rule. Perhaps this was because much of the town was already standing when these styles came into vogue. The styles did make a definitive mark in a small way--Eastlake porches were added to many houses in the 1880s and 1890s. The rebuilt churches perhaps best exemplify trends in architectural tastes. St. Paul's was reconstructed in the English Gothic Revival and Christ Church was given a more Germanic Gothic Revival facade.

In the 1910s and 1920s, Colonial Revival porches were added to front facades and store fronts were remodeled to reflect changing aesthetics. The Sharpsburg Bank at 103 West Main (WA-II-719) is an excellent example of this. Two houses in the American Four Square tradition were erected in the 1920s: 127 East Main (WA-II-708) and 127 West Main (WA-II-508), and one house was built in the suburban English Cottage tradition (209 East Main, WA-II-684).

This description provides but a few examples of buildings in Sharpsburg. Most of the building stock is well-kept. The majority, however, has been altered with the addition of manufactured siding. Additional buildings of particular architectural note in Sharpsburg include: 138 West Main (WA-II-532), Pete's Tavern (WA-II-531), 204 West Main (WA-II-528), 120 and 122 West Main (WA-II-536 and WA-II-535), 213 West Main (WA-II-519), 108 West Antietam (WA-II-585), 127 and 201 South Mechanic (WA-II-590 and WA-II-589), 223 East Main (WA-II-668, 669), 109 East Chapline (WA-II-675), 133 East Main (WA-II-706), 125 East Main (WA-II-709), 101 West Main (WA-II-718), 101 East Main (WA-II-717), 109 West Main (WA-II-500), 226 West Chapline (WA-II-643), 316 West Main (WA-II-622), 120 West Main (WA-II-536), 114 South Mechanic (WA-II-602), and the American Legion Building on South Mechanic (WA-II-597).

The town is, essentially, a cohesive district. There are a few modern intrusions within the town limits, as well as buildings that have been so extensively remodeled that they would no longer qualify for listing on the National Register. Buildings which would not be considered contributing elements to an historic district include: 225 West Antietam, 110 South Potomac, 106 and 108 North Potomac, 219 West Chapline, 108 North Hall, several modern pre-fab houses along the north side of High Street just west of Hall, the house at the northeast corner of Hall and West Chapline, the fire department and neighboring ranch-style house in the 100 block of West Chapline, the trailer homes and post office in the 100 block of East Chapline, the new houses in the 200 block of East Chapline, 111 North Church, 225 East Main, 204 East Main, the entire south side of the 100 block of East Antietam (with the

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exception of 100 East Antietam), 208 East Antietam, and the entire
200 block of and several addresses in the 100 block of East High.

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a few communities, such as Hagerstown, were well established in what is today the eastern portions of the county. They were close to previously settled communities and illustrate the gradual westward population movement.

Washington County began to grow quickly toward the end of the 18th century as the first wave of immigrants was followed by a second wave comprised mainly of Germans and Irish. By 1789, only 13 years after it had been formed, Washington County itself was divided into two, creating Allegany at Washington County's current western border. The county's 1790 population of 15,800 increased to 18,659 by 1800, with over 10% of the population held in slavery. Despite the increase in the number of people in Washington County, much of the land remained in large, uncultivated tracts, as the majority of the population was centered in towns.

The towns seem to have been settled in a combination of ways. Some of the extant towns appear to have evolved over time along a road in a linear fashion (for example, Keedysville), while others were consciously laid out according to a designed plan (Sharpsburg).

Although much of Washington County was not farmed at the beginning of the 19th century, the land that was under cultivation proved to be very fertile and rich. At a time when Maryland's soil in other portions of the state had been depleted of its nutrients due to intensive tobacco farming, Washington County produced significant quantities of grain and livestock that did not ravage the land. This can be credited in part to the German and Irish settlers who did not plant tobacco, but, rather, farmed old world crops with which they were more familiar. A second reason for the lack of tobacco farming in the region during the 18th century was the difficulty in moving the harvested tobacco from farmsites so far inland to ports.

With the growth in Washington County's population and the subsequent growth in transportation networks within the state that reached westward, there was increased importance placed on farm markets and the ability of the farming community to support rapidly growing urban centers. The development of three transportation systems, in particular, influenced this growth. In 1821, a road that connected eastern Maryland with the National Road that began in Cumberland was completed. This provided a road network that stretched from Baltimore westward beyond the Ohio River. Three years later, in 1824, both the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal were opened through Maryland, thus connecting Washington County directly with the ports of Georgetown and Baltimore. Some grains grown in the county were sent by rail to towns to be milled and on to ports for shipping. Other grains, such as corn, was generally milled locally and distilled into

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whiskey before being transported to Georgetown. Coal mined in the western reaches of Maryland was sent by barge and rail to the Nation's Capital.

The development of the transportation networks proved to be a double-edged sword. While the networks provided a means of supplying ever-growing urban area with produce, it also brought with it a rapid settlement of the Midwest. By the last half of the 19th century, wheat from farther west began to flood markets on the east coast, sending farm prices in Washington County plummeting. In an effort to remain economically viable, area farmers began to plant orchards. This proved to be successful and has remained an important aspect of Washington County's economy to this day.

The Founding and Early History of Sharpsburg

The town of Sharpsburg was founded in 1763 by Colonel Joseph Chapline on a portion of a tract of land--Joe's Lott--that he had patented in 1758. Chapline named the village after his friend, Governor Horatio Sharpe and planned a new town in a grid pattern that was typical of its day. Based on the early plats of Sharpsburg, Chapline envisioned a town much larger than the extant village. Set near the Potomac River in fertile farmland, the town came to be settled principally by German and Irish immigrants and grew to become a trading center for local farmers.

Chapline, a prominent local politician and military leader, was born in 1707 in Queen Anne's Parish in Prince George's County, Maryland. Educated in England where he studied law, he returned to this country to his father's plantation, "Forest", in 1729. The following year, his father moved the family to Frederick County, Virginia, but Joseph stayed at "Forest" and began a legal practice in Annapolis, where he became involved in colonial politics.

During the 1730s, after Chapline's family had moved to Virginia, Chapline made several trips to visit them. These journeys introduced him to Western Maryland and, upon receiving his inheritance in 1738, he decided to move to the area. The colonial government, which was eager to establish western settlements and have educated leaders on the frontier, assisted Chapline in establishing a plantation 25 miles west of Frederick.¹ Only a few miles from the family's Virginia home, across the Potomac River, Chapline built Mount Pleasant and moved there with his bride in 1740.

Chapline was appointed Justice of the Peace in 1748 in the first court in Frederick County and served in the House of Delegates from

¹ Barron. The History of Sharpsburg, Maryland, p. 10.

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1749 to 1767. During this time, he also joined in several business ventures, including buying stock and becoming a major shareholder in the Ohio Company. His friendship with Horatio Sharpe, then Commander-in-Chief of the Provincial Colonial forces of Maryland and Virginia, led to his involvement in the French and Indian Wars in 1754. As a result of his actions--in financing the war effort, mustering volunteers, and protecting the area--Chapline was granted over 10,000 acres of land, making him the largest Maryland landowner west of Frederick at that time.²

After the war had ended, Chapline established Sharpes Burgh on 300 acres of tobacco farmland (part of the 10,000-acre grant). Within a year after platting the town, 14 lots had been sold. Looking at the names of the early purchasers, it is clear that they were of English and German descent. This is verified by the fact that by 1768, two churches--a Lutheran and a German Reformed Presbyterian congregation--had been founded in the town. Chapline donated land for the construction of churches and establishment of burial grounds for both groups.

At the time of his death, in 1769, Chapline's estate consisted of over 25 square miles of land. He left individual town lots in Sharpsburg to six of his nine children, as well as the remainder of his Sharpsburg properties to his son, Joseph Chapline II (84 lots had been sold by that time). The younger Chapline continued the family tradition of political and military service, and remained a shareholder in the Ohio Company. His association with the Ohio Company, which later became the Potowmack Company, led to his acquaintanceship with George Washington who served as the company's president.

Sharpsburg twice vied to be a seat of government during its early days. In 1776, when Washington County was newly formed, the town was considered as the location for the county seat. However, Elizabeth Town (later renamed Hagerstown) was chosen. Fourteen years later, in 1790, Joseph Chapline II tried to use his connections with George Washington to have a plot of land immediately south of Sharpsburg designated as the nation's capital. He had the land surveyed, laid out streets, and had this recorded. Plans were presented to Washington, but clearly were not persuasive.

From 1769 until his death in 1821, Chapline sold 42 additional lots in Sharpsburg. By this time, Sharpsburg was a well-established town. A post office had opened in 1813 and two one-room schoolhouses provided education for the local children. Methodist and Episcopalian congregations had large memberships and had

² Ibid., p. 28.

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erected churches. According to the 1820 census records, the population of the town was 656 (including indentured servants and slaves). Many of the residents were of German origin--as witnessed by the German inscriptions on the gravestones in Sharpsburg's cemeteries. Several businesses had been established, including several inns, taverns, dry goods stores, and a market house. Many large stone houses had been erected, including one built by Chapline for his family in 1769, as had some impressive, high-style brick dwellings.

By the late 1820s, two important transportation networks eased travel between Sharpsburg and nearby communities. In 1824, the Chesapeake and Ohio Canal opened. When the Sharpsburg section opened in the early 1830s, it connected the town to the port of Georgetown to south and Cumberland, Maryland to the west. Cumberland was also the terminus for the National Road, so, in reality, travel and trade was possible into Ohio. The construction of the canal brought many skilled laborers to the Sharpsburg area. These included stonemasons and carpenters who left their mark on the town's architecture. The second transportation element was the opening of a Boonsboro-Winchester (Virginia) stage coach line in 1827 which passed through Sharpsburg. This line, which connected to other lines, made travel to Pittsburgh and Baltimore possible.

In 1832 the town, along with Miller's addition to Sharpsburg, was incorporated. At that time, a burgess, assistant burgess, and five commissioners were elected to pass ordinances. A clerk and tax collector were hired and a justice of the peace appointed election judges.³ That year the town erected the first in a series of brick school buildings that it was to construct over the years.

The Civil War Years

The slave population of Washington County remained fairly constant around 2,200 people during the first half of the 19th century. This represented approximately 12% of the population, a smaller proportion of the total population than in the Tidewater and Eastern Shore counties of Maryland where there was greater dependence on slave labor. An accounting for the figure may be the fact that the majority of the people who lived in Washington County were farmers of smaller means who did not require or believe in slave labor. They did, however, use indentured servants known as redemptioners (people who redeemed their passage fare for years of labor). By the 1850s, the slave population in the northern and western counties of Maryland was quickly diminishing due, in part, to abolition pressures. However, in the southern and eastern

³ WPA, Inventory of the County and Town Archives of Maryland, p. 125.

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counties it was increasing. The slavery issue became so heated in 1850, Maryland's legislators were forced in the state's new constitution to guarantee the right to own slaves.

At the outbreak of the Civil War, Washington County was divided between abolitionists and pro-slavery factions--often within the same town, as in the case of Sharpsburg. A slave auction block was set at the southeast corner of Church and Main Streets in 1800 and remained in use until 1865. Believed to be the northernmost slave block in the nation, it remains on that site, marked by a plaque. Directly behind the auction block stood a house (demolished) that was a station for the Underground Railroad. With the outbreak of the war, Sharpsburg, whose population had approximately doubled since 1820 to 1,300 people, sent several full companies of soldiers on both sides.

The Civil War reached Sharpsburg with a fury in September 1862 and placed it on the world map as the site of the bloodiest battle in history. Thousands of men lost their lives or were wounded in three days. The town, which served as the backdrop of the battle that raged in the adjoining farmland, suffered from minor shelling and became a hospital and staging area for the transportation of the dead and wounded. The majority of the residents had fled the town the day before the battle, however, none who took refuge in cellars around the town were injured. Although large-scale destruction to the town had not occurred during the fighting, a great deal of damage took place after the battle when all available buildings were converted into hospitals. Many had to be torn down or extensively rehabilitated after the war.

The 1890 census of Union veterans and widows includes several entries of people who were living in Sharpsburg at the time of the census and who had either fought at Sharpsburg or who had been widowed during that battle. They included many privates, a drummer, a sergeant, and several captains.

The Post-War Years

The post-war depression, as well as war-time losses caused a 25% drop in Sharpsburg's population. In 1870, only 1001 people were counted by the census. However, a temporary increase in canal trade during the 1870s brought additional people to Sharpsburg so that by 1880 the population had climbed to over 1200 people. A map printed in 1878 indicates a large town--about the size and configuration of present-day Sharpsburg. The map notes businesses, hotels, churches, masonic lodges, and dry goods stores. A new school was erected in 1870 at Antietam and Church Streets. By the early 1880s, the public school population had risen to 325 pupils and by 1898 it was necessary to build a second structure.

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Churches which had been damaged during the war had been rebuilt--often larger than the pre-war structure. Sharpsburg had become a pilgrimage stop for tourists who came to see the battlefield.⁴ And donations poured in from all over the country to assist in the rebuilding of the churches which had served as hospitals. These churches are filled with memorial windows dedicated to individuals and to military companies.⁵

The boom of the 1870s was short-lived. Flooding of the canal in 1879 and 1889 caused severe damage and greatly reduced canal traffic. The coming of the railroad to Sharpsburg in 1880 also added to the demise of the canal in this area. So many families left the area that by 1900 the town's population had been reduced again to just over 1000 inhabitants.⁶

Early 20th-Century History

The 20th century brought changes to Sharpsburg, not so much on the outward appearance of the town, as much as on the way of life. The town was virtually self-sufficient with every type of needed service. Shops included confectioneries, jewelers, banks, apothecaries, dry goods, clothing, grocers, barbers, hardware, and newsstands. Electricity began to be installed in the early part of the century, but some houses remained lit by gas or kerosene into the 1930s. Streetlights were installed in the 1910s, as were many sidewalks. The sidewalks were, apparently, the responsibility of the property owner. Many of the extant walks are inscribed with the owner's name and World-War-I-era date. Perhaps one of the most significant architectural changes to Sharpsburg happened with the construction of the Community Hall (WA-II-543) on the town square in 1911. This robust building replaced an earlier two-story frame structure that had fallen into disrepair. Erected by the Improved Order of Red Men, Cherokee Lodge, it housed lodge and council rooms, as well a meeting room for town functions.

A study of the 1922 Sanborn map of Sharpsburg indicates that not much development had occurred since the printing of the 1878 map (or has occurred since). The detail on the map provides information about everyday life in the town. Many houses are noted with hen houses and hog houses in their yards. Furthermore, outhouses are common. Houses along High Street were smaller in

⁴ The Antietam National Battlefield site was established as a national park in 1890 and was administered by the War Department until 1933 when it was handed over to the National Park Service.

⁵ Church files and registries.

⁶ Barron, p. 64.

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size than those farther to the north. It is possible that these were inhabited by blacks. An AME Methodist church (WA-II-702) and cemetery is noted on the map,⁷ as is a "Colored School." This small, frame, one-room school (WA-II-699) had neither the electrical or heating systems that the public schools half a block away had. Although all structures lining the streets are provided with numbers on the Sanborn map, some histories recount that the houses were not actually numbered until the 1950s.

The year 1937 was a significant one in Sharpsburg. The population of the town had diminished to 818. The drop in the population can be attributed in part to the closing of the C&O Canal that had employed the majority of Sharpsburg's working age, male population. That year, the town commemorated the 75th anniversary of the Battle with a reenactment and a speech by President Franklin D. Roosevelt. The event was recorded on newsreel and attracted a crowd of over 35,000, among whom were 50 surviving veterans. It was also the year that the two school buildings at Church and Antietam were abandoned and the school moved to new quarters just outside the town limits.⁸ 1937 also saw the establishment of the public library in the Community Hall, its current home. It had originally been located on South Mechanic Street.

The Community Today

Sharpsburg is a quiet town. Its population seems to have stabilized around its 1930 population of 800. Its residents are comprised of newcomers, as well as a large number of families who have lived in the town for many generations--some going back to the early 19th century. A study of the current tax maps reveals many of the same names seen on original deeds from Joseph Chapline and his son, as well as names found on the 1878 map. There are far fewer businesses in Sharpsburg today than at the turn of the century. There are still a few taverns, a bank, a funeral home, a general store, and a barber. Several antique stores and bed-and-breakfast establishments are scattered throughout, but the town does not have the tourist-like atmosphere one might erroneously expect of such a historic site. The town has made a concerted effort to retain its residential, small-town character and to ignore commercial development pressures.

⁷ According to Barron, this is a log building that was erected in 1866 (p. 69).

⁸ The two school buildings have been demolished.

CONTINUATION PAGE
TOWN OF SHARPSBURG
SECTION 9 PAGE 1

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CONTINUATION PAGE
TOWN OF SHARPSBURG
SECTION 9 PAGE 2

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Register of St. Paul's Episcopal Church, Sharpsburg.

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MAPS

1808 Varle, Charles. A Map of Frederic and Washington Counties. F. Ross Myers Collection, MdHR G 1213-433. Indicates the Joseph Chapline House possibly in Sharpsburg.

CONTINUATION PAGE
TOWN OF SHARPSBURG
SECTION 9 PAGE 3

- 1859 Taggart, Thomas. Map of Washington County Maryland. Indicates land ownership. Library of Congress, Geography and Map Division, G3843.W3 1859.T3
- 1861 Washington County Maryland. "Compiled under the Direction of Lieut. Col. J.N. Macomb, Chf. Top. En. for the use of Maj. Gen. Geo. B. McClellan, Commanding, Army of Potomac, 1861." Library of Congress, Geography and Map Division, G3843.w3 1861.MS
- 1878 Map of Sharpsburg (provided by Washington County, uncited reference).
- 1922 Sanborn Map Company. "Sharpsburg, Washington County, Maryland, April 1922." Library of Congress, Geography and Map Division
- 1963 Bowlby, James P. "Site of the Battle of Antietam Creek or Sharpsburg, Maryland, 17 September 1862." Civil War Map #245.5, Library of Congress, Geography and Maps Division.

INTERVIEWS

- Bender, Zella. Owner of 107 East Main Street, Sharpsburg. July 1991.
- Davis, Charlotte. Owner of 201 West Main Street and parishioner of Christ Church, Sharpsburg. July 1991
- Munch, Mary. Owner of 128 East Main Street, Sharpsburg. July 1991
- Myers, Mr. and Mrs. William. Owners of 229 West Chapline Street, Sharpsburg. July 1991

W.H. 24-5-00

SITE NUMBER: none assigned (modern)

ADDRESS: 110 South Potomac Street, Sharpsburg, MD

OWNER/LOT NUMBER/ACCESS: Leonard G. Jamison, 297-387, private

BUILDING DATE: mid 20th century

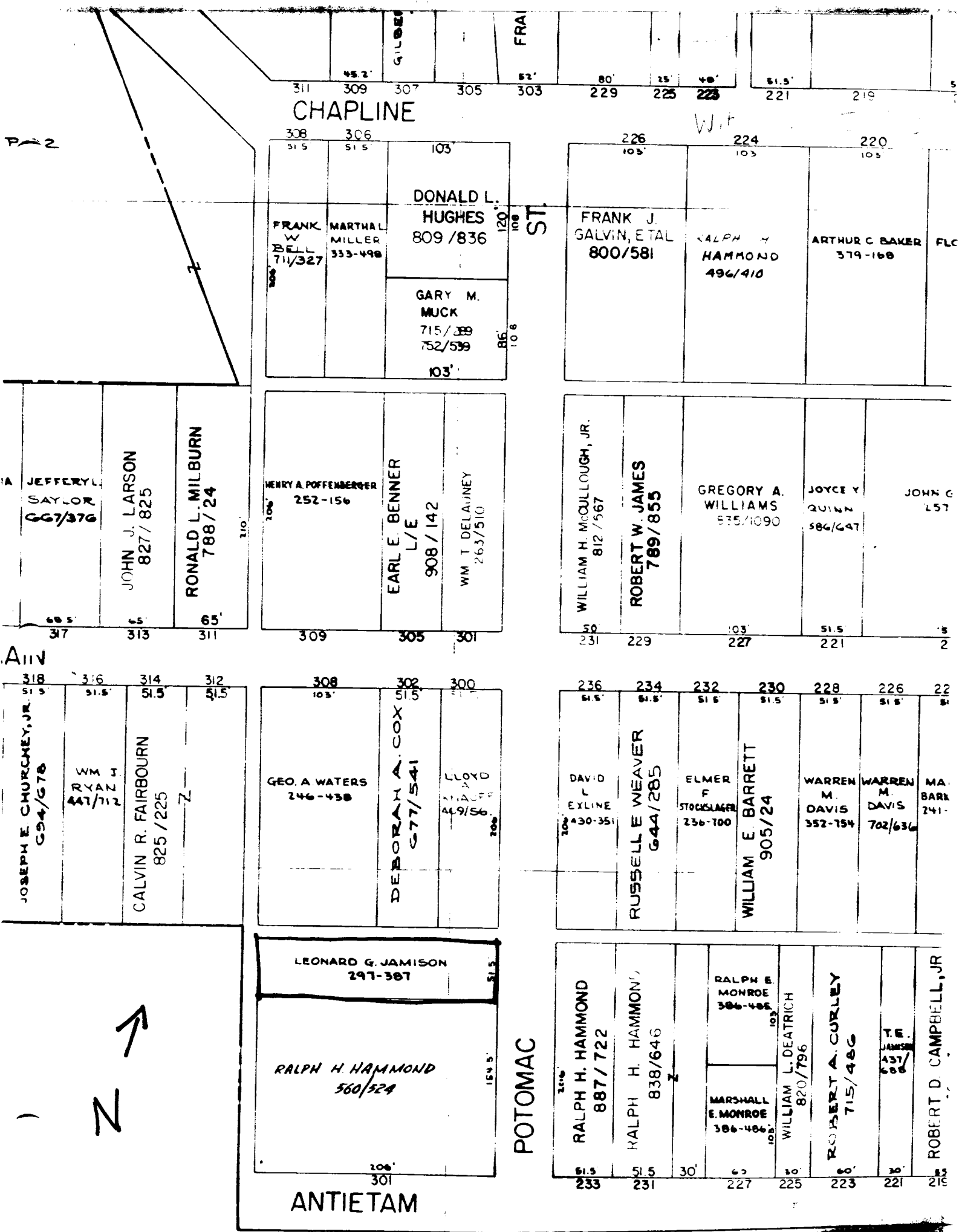
This is a mid-20th century, one-and-a-half-story, side-gable, brick house. A building is noted on this site on the 1877 map of the town.

P 2

IA

AIN

N ↗





no site #

110 S. POTOMAC, SHARPSBURG, MD.

APRIL 1991

P. SACKETT CHRISTMAN

looking NW

Within WA-II-723

WPA 1-A-5 72

SITE NUMBER: none assigned (modern)
ADDRESS: 108 North Potomac Street, Sharpsburg, MD
OWNER/LOT NUMBER/ACCESS: Donald L. Hughes, 809/836, private
BUILDING DATE: mid 20th century

This is a mid-20th century, cinderblock house.

ROBERT D. CAMPBELL, JR.



no site #

108 N. POTOMAC, SHARPSBURG, MD.

APRIL 1991

P. SACKETT CHRISTIAN

looking NW

Within WA-II-723



no site #

Within WA-II-723

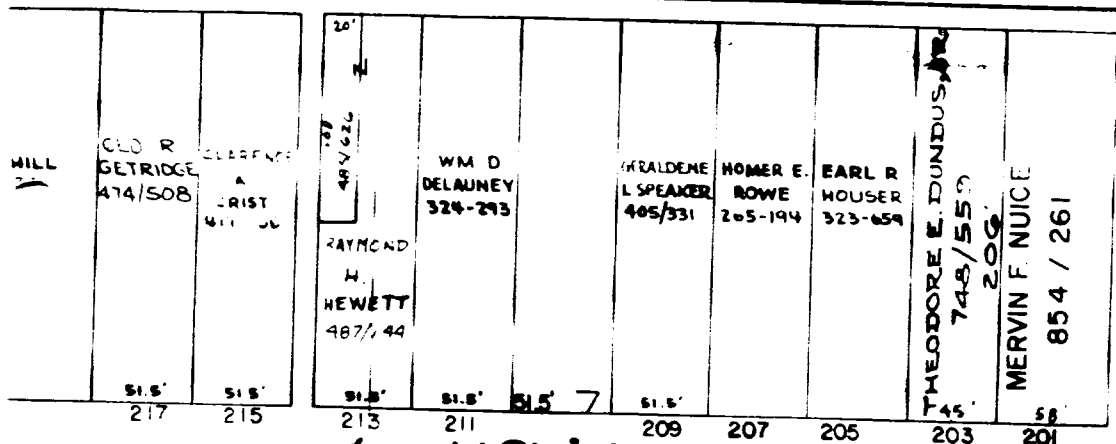
w/ 108 N. POTOMAC, SHARPSBURG, MD.

APRIL 1991

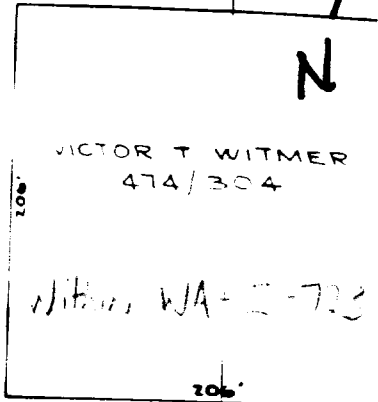
P. SACKETT CHRISMAN

SITE NUMBER: none assigned (modern)
ADDRESS: 108 North Hall Street, Sharpsburg, MD
OWNER/LOT NUMBER/ACCESS: Timothy M. Etzler, 908/215, private
BUILDING DATE: mid 20th century

This is a mid-20th century, frame house set on a concrete foundation. The 1922 Sanborn notes an earlier structure on this site--a very small two-story dwelling numbered 118 West Chapline.

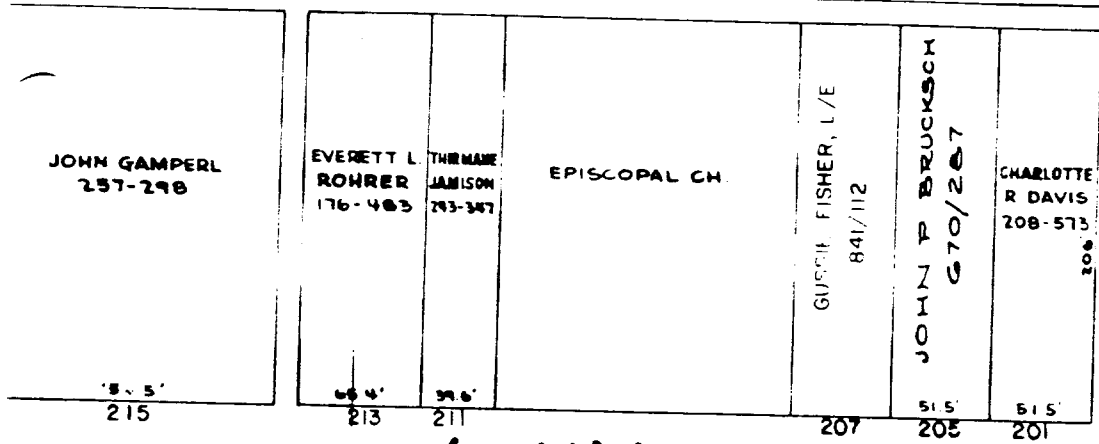
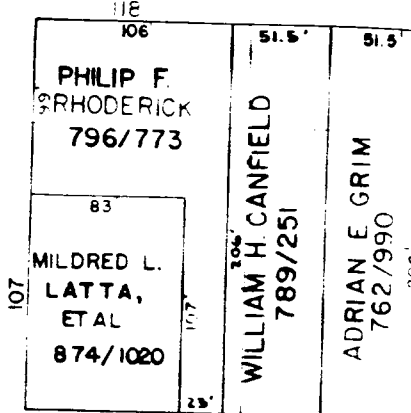
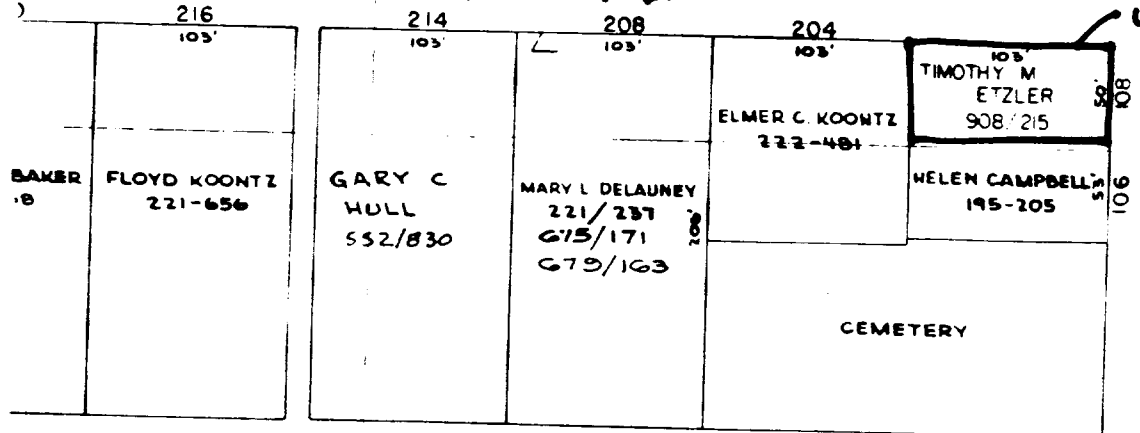


ST.

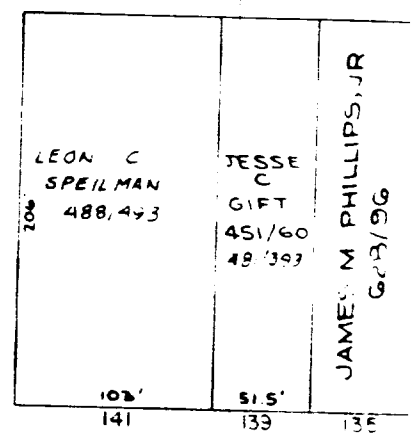


W. CHAPLINE

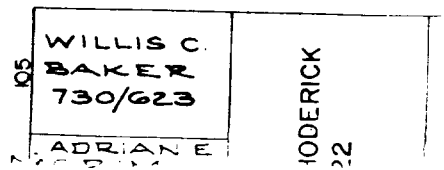
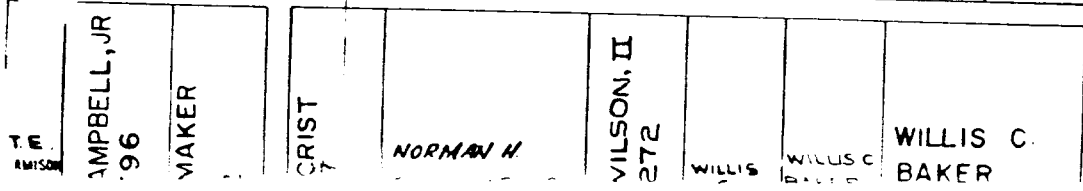
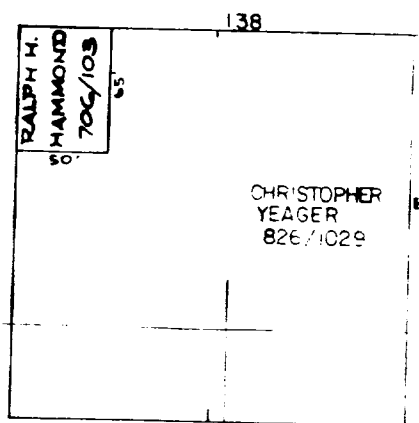
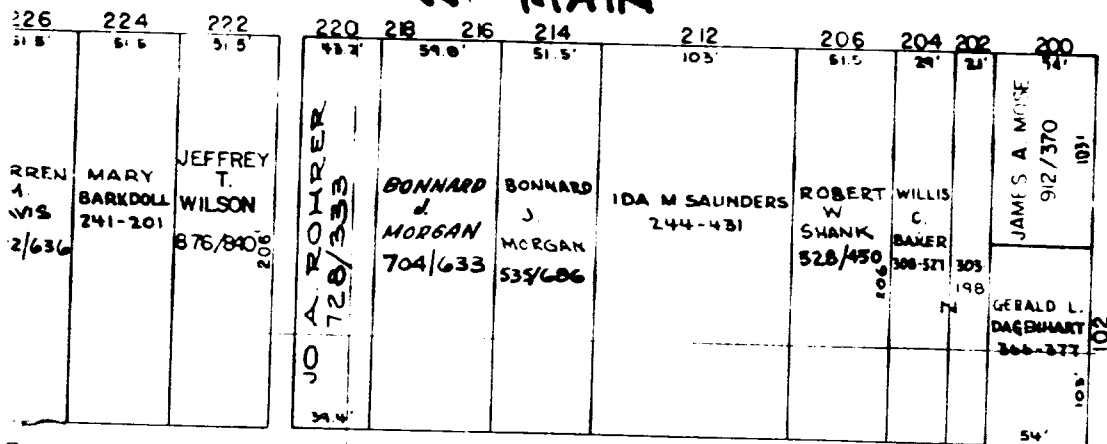
WA.T. HOME ASSIGNED



HALL



W. MAIN





no site #

108 N. HALL, SHARPSBURG, MD.

APRIL 1991

P. SACKETT CHRISMAN

looking SW

Within WA-II-723

SITE NUMBER: none assigned (modern)

ADDRESS: 204 North Church Street, Sharpsburg, MD

OWNER/LOT NUMBER/ACCESS: Melody Canfield, 744/787, open during business hours

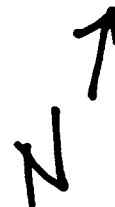
BUILDING DATE: mid-late 20th century

This is a west-facing, two-story concrete and cinderblock store with a frame second story.

WALDE E.
HEMAKER
741/890

MELODY
CANFIELD
744/787

MAP 76-P.125



CHAPLINE ST.

100.06' JAMES G. Mc CLEAF 782/697	204 51.5' ADRIAN E. GRIM 754/573	206 51.5' THORNTON F. WHITE III 813/85	208 51.5' GREGORY A. MORRIS, SR. 819/494	51.5' LLOYD A GRIFFITH 603/521
--	--	---	---	---

33.85' JOHN C. COMBS 623/532	100' WILLIAM G. STOVER 856/46	100' WILLIAM G. GARRISON 795/447	125.6' DANIEL S. WHITE 810/185
---------------------------------------	--	---	---

CHARLES T. GOETZ 608/278	HOLY TRINITY LUTHERAN CHURCH 911/202	CLYDE W. GROVE 261-566	LUTHERAN CH. PARS.	BARBARA SHELLENBERGER 685/448	MAX G. HAYNES 899/818
--------------------------------	--	------------------------------	--------------------------	-------------------------------------	--------------------------

LEO R. LEATHERMAN 186-555	WM. J. WYAND 196-206	RICKY E. WILLIAMS 794/1047
------------------------------	-------------------------	----------------------------------

RICHARD M MCNALL 732/120

E. MAIN

ST.

G RAY, JR. 476/552	WILLIS C. BAKER 605/447
-----------------------	-------------------------------

LUTHERAN CHURCH BURIAL GROUND

JOSEPH P. GREELEY 828/140 1.09 A.



No site #

Within WA-II-723

204 N. Church, Sharpsburg, MD

4/91

P. Sackett Chrisman

looking NE

—
SITE NUMBER: none assigned (modern)
ADDRESS: 120 North Church Street, Sharpsburg, MD
OWNER/LOT NUMBER/ACCESS: Jeffrey C. Hull, 856/997, private
BUILDING DATE: mid 20th century (1940s/1950s)

120 North Church is an east-facing, symmetrical, one-and-a-half-story brick and frame structure that dates from the 1940s/1950s.

10466 WA-II



103' WILLIAM H. CANFIELD 591/815								51.5'
103' ARTHUR A. MCCOY 722/451	89' MICHAEL K. CRIST 888/753	110' JUDITH J. THOMAS 726/946	HOWARD E. BOYER 441/785	51.5' E C. PALMER 241-648	51.5' HUBERT L. YOUNKER SR. 704/580	104' JAMES E. ARDINGER 724/322	56' PEARL A. MARSHALL 608/546	51.5' RICHARD T. MARSHALL 448/408
							610/807 RICHARD T. MARSHALL	

ST.

204

F. CHAPLINE

103'	103'	103'	30.5'			154.5'
DAVID A. GROSS 260-407			P. 1 35' 21'			
HAROLD T. DELAUNEY 593/844	206' CEMETERY	RICHARD L. MYERS 751/64	DANIEL A. MARSHALL 445/696	DORIS G. MARSHALL 276-426	DORIS G. MARSHALL 475/575	FRANCIS E. BURCH 414-649
ELIZABETH A. MULLENDORE 784/875			171'			
ELIZABETH A. MULLENDORE 784/875						JEFFREY C. HULL 856/997

55.5'

AD

CHURCH

111

103

CHARLES T

LUTHER
CHURCH

M. MECHANIC

101 JEFFREY T. STOFFER 687/303	105 ADRAIN GRIM 514/125	104.5' OTHA S. RALEIGH BENDER 732/1003	104.5' OTHA S. RALEIGH BENDER 207-669	104.5' JOSIAH HAMMOND 117-675	104.5' RICHARD J. BEAN 716/746	103' CH. OF THE BRETHREN	103' DONALD L. SHIELDS 827/314	103' WILLIAM C. LIND 859/1094	103' RICHARD T. LEATHERMAN SR. 669/390	103' LESTER R. PATTERSON 762/403	103' JEFFREY C. HULL 847/318	103' WILLIS C. BAKER 710/800
107	109	113	117	121		123	125	127	129	133	137	

III. MAIN

103 MASONIC TEMPLE EUREKA LODGE 712/1030	103 COMM. HALL	110 HUGH C. SPELMAN 280-733	112 PAUL P. SPIELMAN 500/402	114 HAROLD McGRAW 771/929	116 JEAN L. HARNE 885/130	120 DONALD H. KABLE 740/315	122 BONNARD J. MORGAN 808/1016	124 MARY A. MUNCH 849/42	126 ERNEST WETTERER 849/428	128 MINA A. MORRIS 706/926	132 EWING OIL CO., INC. 619/307	130 WILLIS C. BAKER 795/650
103	103	110	112	114	116	120	122	124	126	128	132	130

JOHN
A.



Within WA-II-723

no site #

120 N. Church, Sharpsburg, MD

4/91

P. Sackett Chrisman

looking W

SITE NUMBER: none assigned (modern)

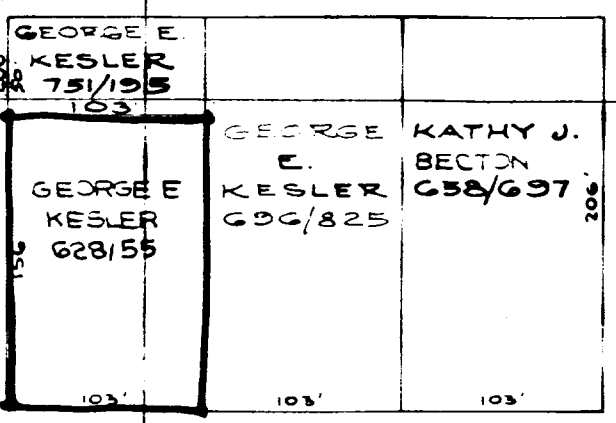
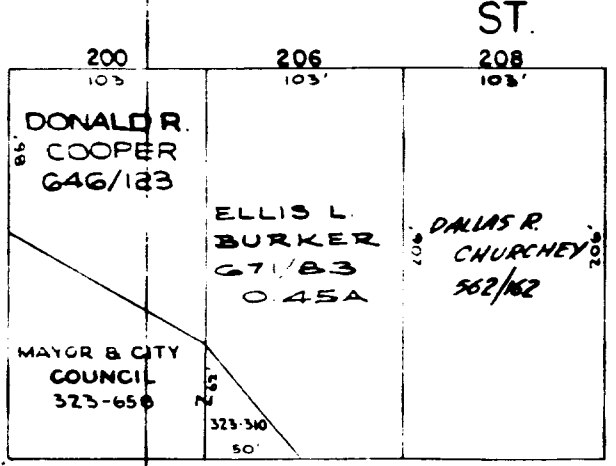
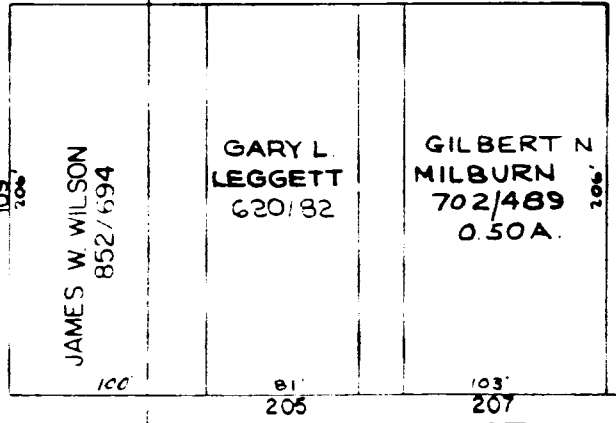
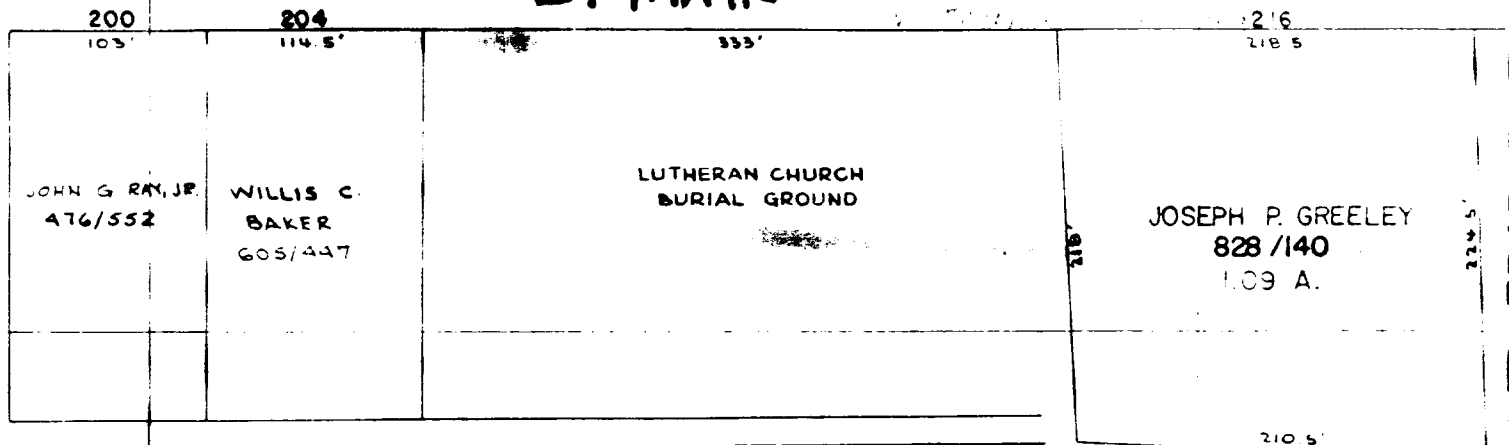
ADDRESS: Sharpsburg General Store, 206 South Church Street,
Sharpsburg, MD

OWNER/LOT NUMBER/ACCESS: George E. Kesler, 628/55, private

BUILDING DATE: late 20th century

E. MAIN

ST.

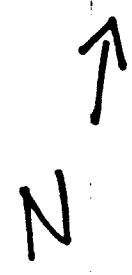


E. HIGH

ST.

MAP 76- P. 89

MAP 76- P. 75



S. CHURCH

ST. R. URG GENERAL STORE

BUSCH \$9.99
CASE



\$3.09 95¢
2 LITERS

SCHAEFER
&
SCHAEFER
LIGHT \$7.99
CASE



Within WA-II-723

No site #

206 S. Church, Sharpsburg, MD

4/91

F. Sackitt Chisman

Looking @

SITE NUMBER: none assigned (modern)

ADDRESS: 204 East Main Street, Sharpsburg, MD

OWNER/LOT NUMBER/ACCESS: Willis C. Baker, 605/447, private

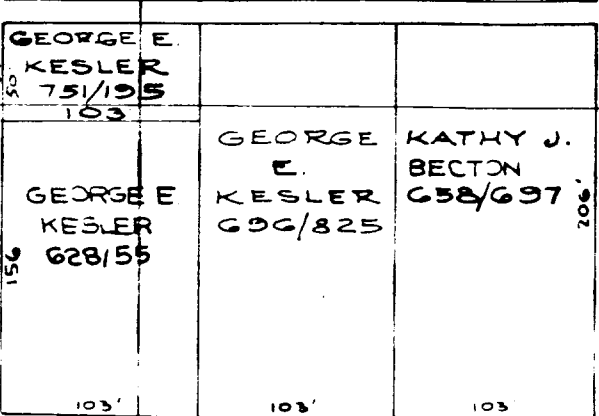
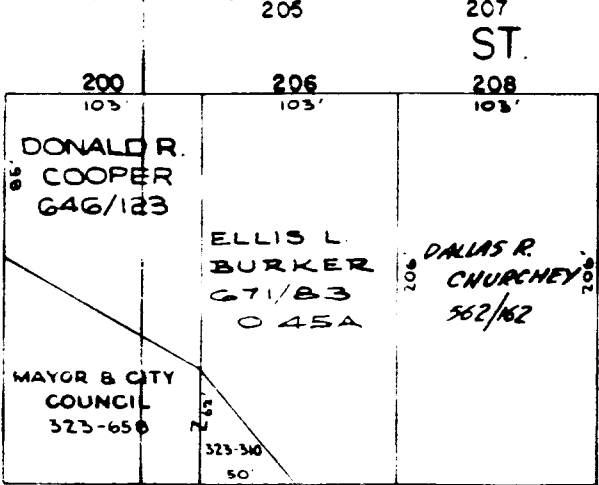
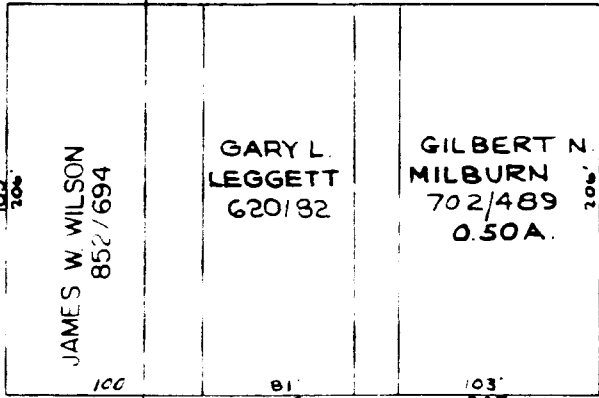
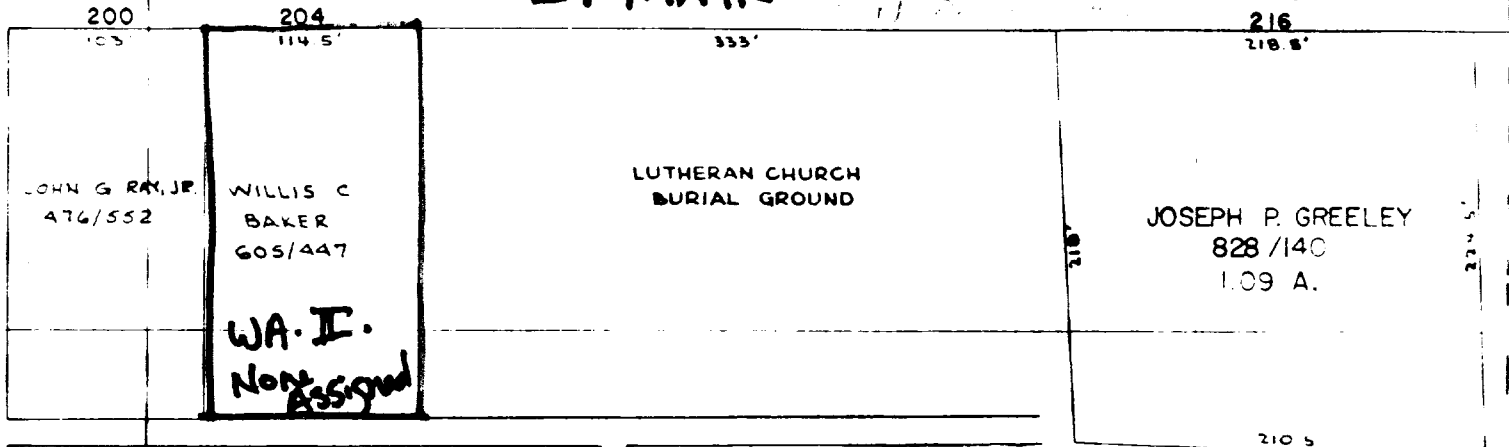
BUILDING DATE: 1960s?

This is a one-story, side-gable cottage.

81.42'	51.5'	51.5'	53'	44.25'	103'	103'	103'	21'
203	205	207	209	211	215	219	223	22

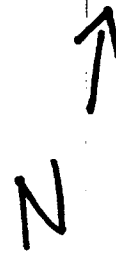
E. MAIN

ST.



MAP 76- P. 89

MAP 76- P. 75



CHURCH

E. HIGH

ST.



no site #

Within

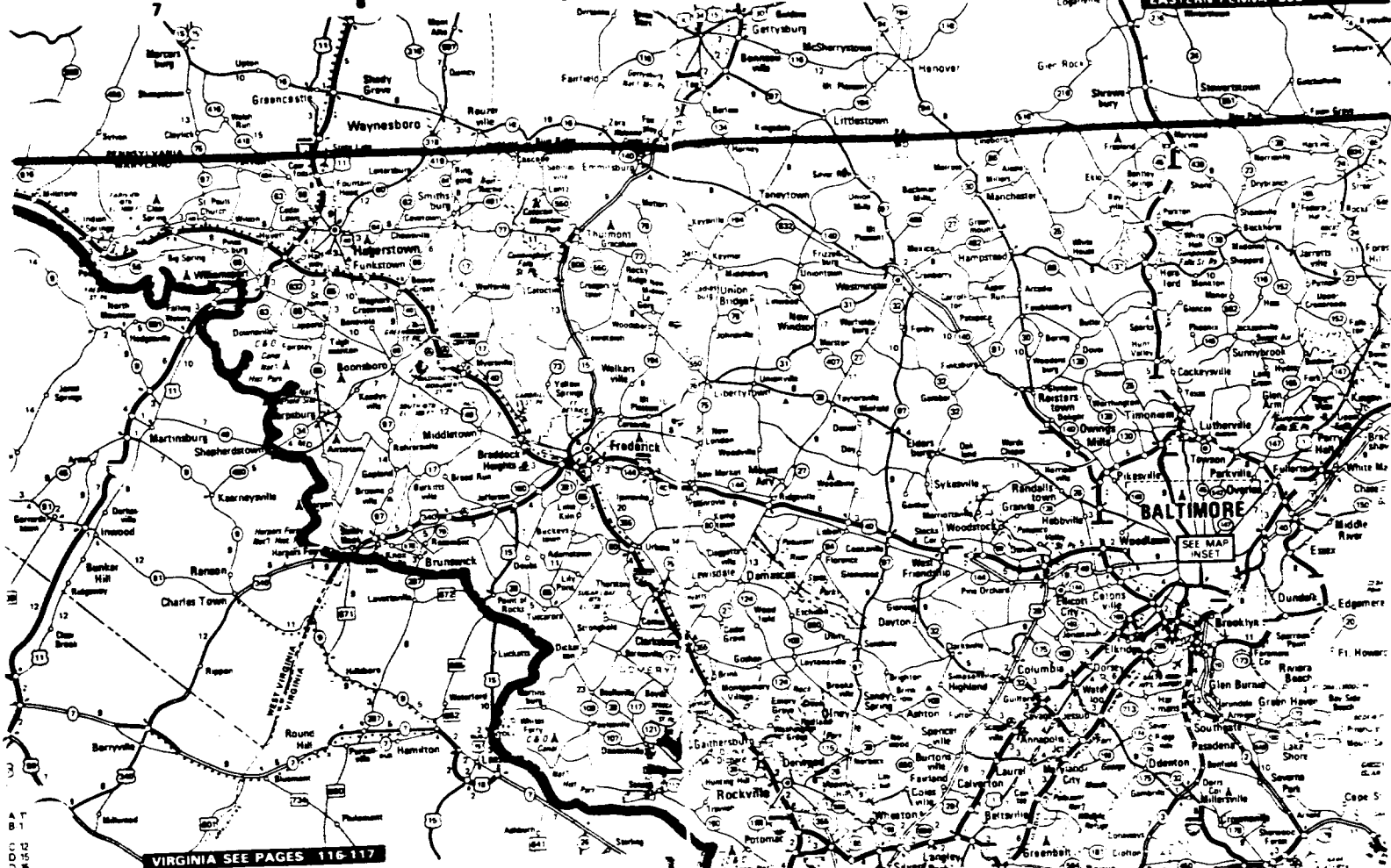
WA-II-723

204 E. Main, Sharpsburg, MD

4/91

D. Sackitt Chrisman

looking



VIRGINIA SEE PAGES 116-117

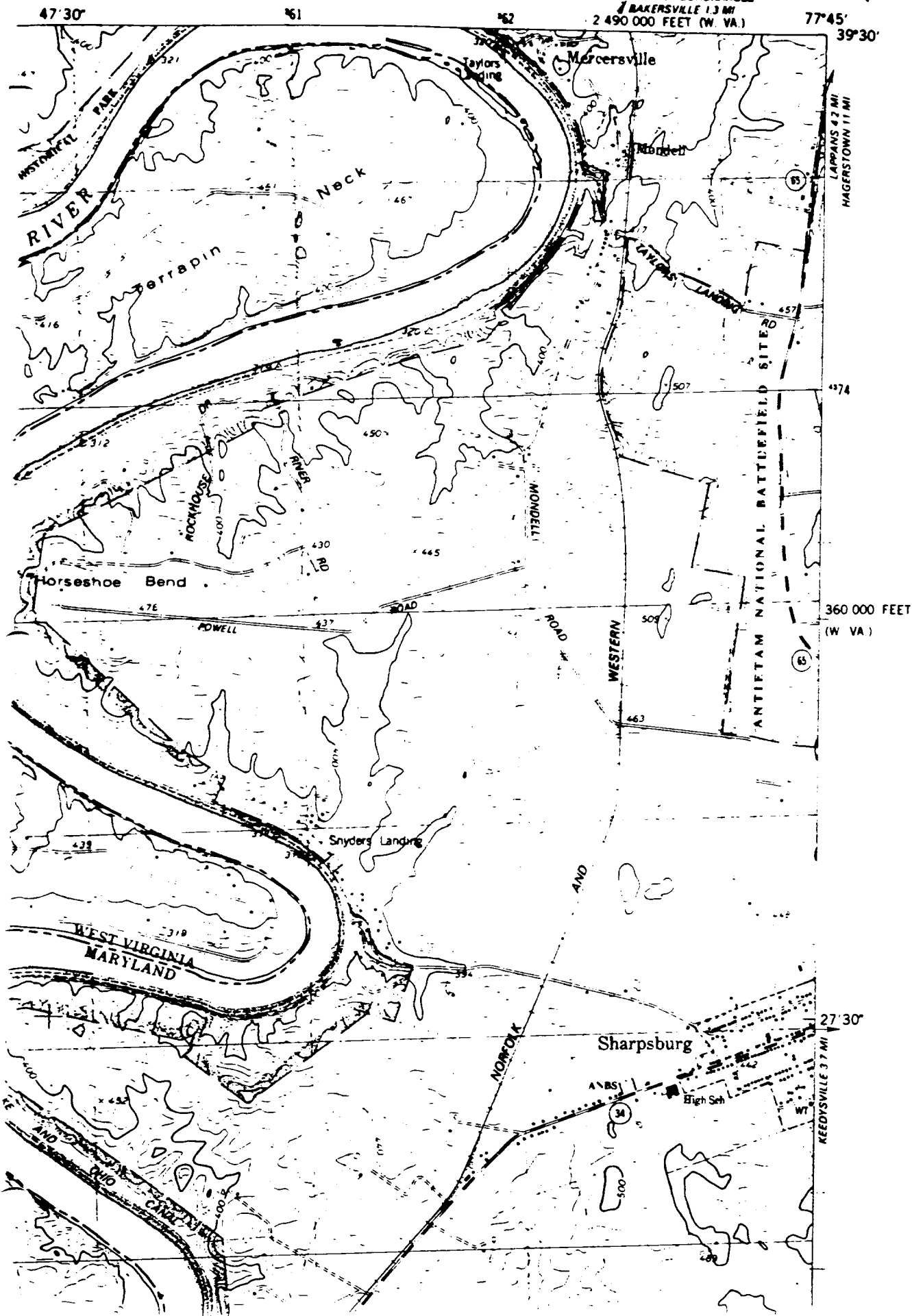
A 1	Chesapeake Beach (1406)	B 12	Hess	H 12	Pender's	K 12
B 1	Chesapeake City (899)	B 13	Hickory	H 13	Perry Hill (13455)	K 13
C 1	Chesapeake	C 1	Highland	C 1	Perryman	C 1
D 1	Chesapeake	D 1	Highland	D 1	Perryville	D 1
E 1	Chesapeake	E 1	Highland	E 1	Peters Corners	E 1
F 1	Chesapeake	F 1	Highland	F 1	Pine Bluffs	F 1
G 1	Chesapeake	G 1	Highland	G 1	Pine Grove	G 1
H 1	Chesapeake	H 1	Highland	H 1	Pine Hill	H 1
I 1	Chesapeake	I 1	Highland	I 1	Pine Ridge	I 1
J 1	Chesapeake	J 1	Highland	J 1	Pineville	J 1
K 1	Chesapeake	K 1	Highland	K 1	Pineville	K 1
L 1	Chesapeake	L 1	Highland	L 1	Pineville	L 1
M 1	Chesapeake	M 1	Highland	M 1	Pineville	M 1
N 1	Chesapeake	N 1	Highland	N 1	Pineville	N 1
O 1	Chesapeake	O 1	Highland	O 1	Pineville	O 1
P 1	Chesapeake	P 1	Highland	P 1	Pineville	P 1
Q 1	Chesapeake	Q 1	Highland	Q 1	Pineville	Q 1
R 1	Chesapeake	R 1	Highland	R 1	Pineville	R 1
S 1	Chesapeake	S 1	Highland	S 1	Pineville	S 1
T 1	Chesapeake	T 1	Highland	T 1	Pineville	T 1
U 1	Chesapeake	U 1	Highland	U 1	Pineville	U 1
V 1	Chesapeake	V 1	Highland	V 1	Pineville	V 1
W 1	Chesapeake	W 1	Highland	W 1	Pineville	W 1
X 1	Chesapeake	X 1	Highland	X 1	Pineville	X 1
Y 1	Chesapeake	Y 1	Highland	Y 1	Pineville	Y 1
Z 1	Chesapeake	Z 1	Highland	Z 1	Pineville	Z 1

WEST VIRGINIA-MARYLAND
7.5 MINUTE SERIES (TOPOGRAPHIC)

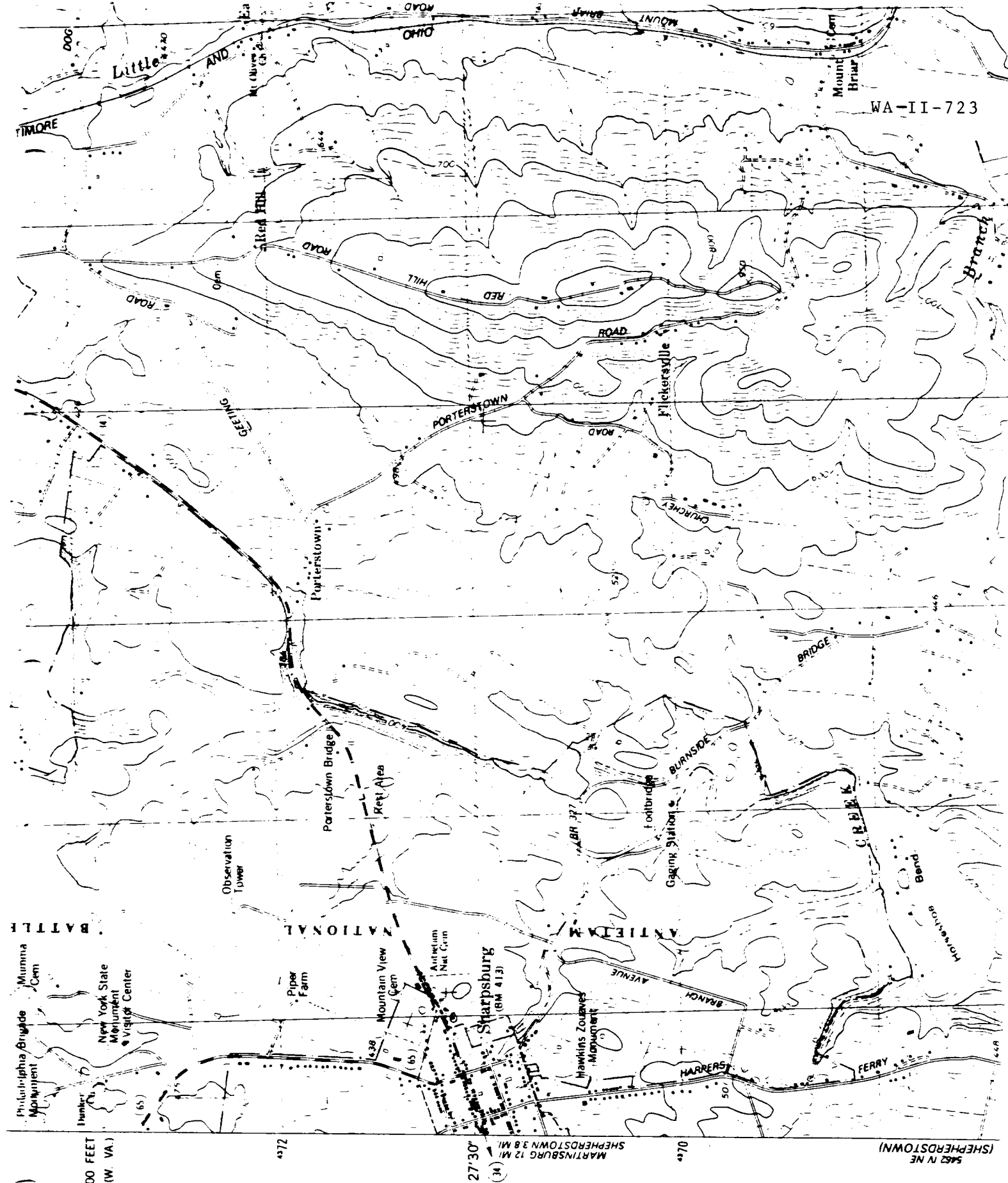
NE/4 MARTINSBURG 15' QUADRANGLE
BAKERSVILLE 1.3 MI
2 490 000 FEET (W. VA.)

888 8 SW
(HUNKSTOWN)

WA-II-723



WA-II-723



360 000 FEET
(W. VA.)

472

27 30'

MARTINSBURG 12 MI.
SHEPHERDSTOWN 3 MI.

470

5452 N NE
(SHEPHERDSTOWN)